

ALLAN LINE

HANDBOOK

1903

Every  INTENDING
EMIGRANT TO 
CANADA OR THE
UNITED STATES
SHOULD READ THIS
BOOK.



FREE GRANT LANDS IN MANITOBA AND THE NORTH-WEST TERRITORIES.

Although there is in Manitoba and the North-West Territories a vast amount of unoccupied land, the great influx of Settlers from Europe and the United States makes it certain that the offer of free homesteads cannot be continued for many years longer. A few years ago a settler was entitled under the land regulations to a free homestead of 160 acres, and the pre-emption of another 160 acres. Not only has the privilege of pre-emption been taken away but the regulations governing the grant of the 160 acres homestead are being made more stringent.

At present the only conditions under which a free grant of 160 acres may be obtained are as follows:-

By making entry, and within six months thereafter erecting a habitable house and commencing actual residence upon the land, and continuing to reside upon it for at least six months in each year for the three next succeeding years, and doing reasonable cultivation duties during that period.

PRACTICAL INFORMATION FOR INTENDING EMIGRANTS.

WHERE TO EMIGRATE and HOW TO GET THERE.

THE object of this book is not so much to describe a Colony as to give a few practical directions to those who are about to emigrate, but as CANADA is at present receiving so much attention from all classes in this country, we may venture to combine with our useful hints a short outline of

THE NEAREST BRITISH COLONY.

The Dominion of Canada, which is the largest of all the British Colonies, has an area of 3,456,383 miles. It extends from the Atlantic to the Pacific, a distance of 3,500 miles, and according to the census taken in 1891, the population at that time numbered 4,833,239. Up to the end of 1900 the inhabitants are estimated to have increased to about 5,350,000. It possesses thousands of square miles of the finest forests on the continent, widely spread coal fields, valuable minerals, extensive and productive fisheries, and rivers and lakes that are among the largest and most remarkable in the world. The country is divided into provinces and districts as follows : Nova Scotia, containing 20,600 square miles ; New Brunswick, containing 28,200 square miles ; Prince Edward Island, containing 2,000 square miles ; Quebec, containing 228,900 square miles ; Ontario, containing 222,000 square miles ; Manitoba, containing 73,965 square miles ; North-west Territories, containing 906,000 square miles ; districts of Keewatin, Alberta, Assiniboia, Athabasca, Saskatchewan, &c., containing 1,591,427 square miles ; British Columbia, containing 383,300 square miles.

The government of the country is administered by a representative of his Majesty, whose official title is Governor-General, and is conducted on the English basis of the responsibility of the Ministers to the House of Commons, which is elected for a term of five years. The franchise is practically extended to every householder.

There is also a perfect system of municipal government in the provinces constituting the Dominion. Both the counties and townships have their local councils which regulate the taxation for road, schools, and other purposes, so that every man directly votes for the taxes he is called upon to pay.

With regard to social life in Canada, there is a careful preservation of those traditions which give the general features to English society, but there is no feudal nobility in Canada ; almost every farmer and agriculturist is the owner of his acres—he is his own master, and is free to do as he wills. This sense and state of independence permeate the whole social system, and produce a condition of freedom unknown in older countries.

Religious liberty prevails, and persons of all denominations will find abundant facilities in the Dominion for the practice of their faith. As regards Education, Canada was in the enjoyment of a well-organised educational system long before School Boards were established in England.

Agriculture forms the principal wealth of the Dominion at the present time ; but it is taking a place as a manufacturing country, and its growth in this respect is most remarkable. In the year 1900 the declared value of goods imported into Canada was 189,622,513, and that of goods exported was 191,894,723 dollars, making a total of 381,517,236 dollars. The principal exports were : mines, 24,575,155 dollars ; fisheries, 11,169,083 dollars ; timber, &c., not including lumber, sawn and otherwise prepared, 4,495,789 dollars ; animals and animal products, 56,148,807 dollars ; agriculture, 27,516,609 dollars ; manufactures, 39,397,277 dollars. The wonderful growth of the country's resources will be seen when it is stated that in 1868 the imports were 73,459,644 dollars ; and the exports 57,567,888 dollars.

In a country like the Dominion of Canada, extending northward from the 42nd parallel of latitude, and east to west for 3,000 miles, the climate is naturally variable ; but to speak generally, the summers are hotter than in England, and the winters colder. But neither the summer heat nor the winter cold are disadvantageous to the inhabitants or to the productiveness of the land. The warmth of the summer months extends the range of production in grains from oats and barley to wheat and maize ; in fruits, from apples and pears to peaches, grapes, melons, nectarines, and apricots ; and in vegetables, from potatoes, turnips, carrots, and cabbages, to the egg plant and tomatoes. The winter temperature is at times much below zero ; but the air is so dry and so exhilarating that its effect upon the body is not nearly so great as the winter in a more humid climate. To agriculture, snow and ice mean protection to the land almost as valuable as a covering of manure. They convert the surface of the earth into roads equal to turnpikes in any direction, over which millions of tons of produce of all kinds are transported at a minimum cost, affording employment for men and horses when cultivation is arrested by the frost.

PEOPLE WHO SHOULD EMIGRATE.

For particular information on this point intending emigrants are recommended to read carefully through the different pamphlets which can be obtained free of charge from any of the Allan Line Agents, but the classes generally most successful are :

Persons with Capital.—For this class Canada affords unlimited openings. They can engage in agricultural pursuits, taking up free grants of lands, or purchasing the improved farms to be found in advantageous positions in every Province ; or in mining, or

in the manufacturing industries ; or, if possessed of a settled income, living will be found to be much cheaper in Canada, with the benefit of a fine, healthy climate, magnificent scenery, abundant opportunities for sport, and facilities for education not to be excelled anywhere.

Tenant Farmers.—For Tenant Farmers the country offers many advantages. Improved farms are cheap ; free grants can be obtained by those prepared for the inconveniences of pioneer life, the soil is fertile, the climate ensures the growth of all the crops produced in Great Britain, while grapes, peaches, tomatoes, and similar fruits grow and ripen in the open air ; there is a large and growing market in the Dominion and in the mother country for all the cereals, live stock, and general farm and dairy produce available for disposal. On the other hand, taxes are light, and labour-saving appliances cheap and in general use.

Manitoba and the North-West Territories are specially adapted for the settlement of small tenant farmers having, say, from £100 to £400. Such men, accustomed to farm work, would, by industry and thrift, be sure to be successful.

Male and Female Farm Servants.—There is a large and growing demand for male and female farm servants in every part of the Dominion owing to the rapidity with which land is being brought under cultivation. Machinery of various kinds is in daily use, but labour is very scarce notwithstanding, and good hands can always find constant and remunerative employment. Many persons of this class who started as labourers now have farms of their own in some of the finest parts of the Dominion. This result, however, does not naturally follow in every case, but is the consequence of hard work, energy, intelligence, perseverance, and thrift, which are the elements necessary to ensure success in every country.

Market gardeners, gardeners, and persons understanding the care of horses, cattle, and sheep, may also be advised to go out.

Domestic Service for Females.—In every city, town, and village, female domestic servants can readily find employment. The wages are good, the conditions of service are not irksome, and comfortable homes are assured. Domestic servants should go at once on their arrival to the nearest Government agent, who will give the best and most reliable advice gratis, these officers often have in their offices a list of vacant situations, and will refer applicants to the local ladies' committee, so that they may have the benefit of such supervision and guidance until they are satisfactorily placed. Servants should, however, take their characters with them, and must bear in mind that good records are just as indispensable in Canada as elsewhere. They may safely go out at any time of the year, and be certain of obtaining a situation at once, but should remember always to have funds enough in hand on landing to take them to the places in the interior where their services are required.

Mechanics, General Labourers, Navvies, skilled and unskilled. The field for these is not so unlimited as that for agricultural and other labourers, but those who go out at the proper season, and are willing to take the first work that offers, are sure to find good employment.

Canada offers great facilities for flax growers, dressers, spinners, &c., but this industry requires to be developed.

Young Men Desiring Agricultural Experience before taking up land.—The question is often asked if it is essential for young men wishing to take up farms in Canada, but desiring before doing so to acquire a knowledge of agriculture, to pay premiums either to persons in this country or in the Dominion of Canada for that purpose. *It may, therefore, be plainly stated that no premiums are necessary, and it is advised that none be paid.* Strong and healthy young men from 18 to 21 years of age, who are prepared to accept for a time the hard work and surroundings more or less inseparable from a farm labourer's life, have no difficulty in getting employment in the spring; and the agents of the Government in Canada will assist them as far as possible in doing so without charge, although, of course, without accepting any direct responsibility. Being without experience, they will not get much wages at the commencement of their employment, but as they acquire skill they will be able to command remuneration in proportion to the value of their work.

There is the alternative of a course at the Ontario Agricultural College, Guelph, where an entrance examination in elementary subjects has to be passed. Candidates must not be less than 16 years of age. There is also a School of Agriculture at Truro, Nova Scotia, with a farm in connection, where pupils can receive a good practical agricultural education.

THE GOVERNMENT EXPERIMENTAL FARMS.—Legislative authority was obtained in 1887 for the establishment of five Government experimental farms in various parts of the Dominion. One has been founded at Ottawa, for Ontario and Quebec; one at Napan, Nova Scotia, for the Maritime Provinces; one at Brandon, for Manitoba; one at Indian Head, for the North-west Territories; and one at Agassiz, British Columbia; and they have already produced, and are confidently expected to produce still more, valuable results for the farming community.

THE TIME TO EMIGRATE.

Generally speaking, the best time for all classes to leave home is from the beginning of March, as they then arrive in Canada at the commencement of the spring, when there is a greater demand for labour than at any other season of the year. Female Domestic Servants may go out at any time, as they are always sure of employment. Persons with capital may also go out at any time with the certainty of finding profitable investments for their money.

HOW TO CROSS THE ATLANTIC.

When the emigrant has decided to make his home in Canada or the United States, the first step is to find out the best way to get there. The "ALLAN" LINE, with its regular sailings to Quebec, Montreal, Halifax, St John, N.B., Boston, New York, and Philadelphia, affords exceptional facilities and a splendid choice of route, and the emigrant should go at once to the nearest Agent of the "ALLAN" LINE and procure a passage ticket. This can be done by a payment of £1 for each adult and 10/- for each child. The balance to be paid before the

passengers embark ; or, if desired, the passenger can pay the full amount of fare when securing the berth. If the intending passenger does not reside near an Agent he should send a Post Office Order to the Company's Office, 19, James Street, Liverpool, or Foyle Street, Londonderry, (made payable to Allan Brothers & Co.), and state the name in full, age last birthday, the date of sailing, the class of berth required, and the destination. A ticket will then be sent by return of post. It is always best for passengers to purchase their tickets before leaving home, as by so doing they secure their berths, and are furnished with the address of a boarding-house Agent, authorised by the Company, who will meet them on arrival at the port of embarkation, provide board and lodging at a fixed moderate charge, attend to the shipment of their baggage, and take care of them generally until they are on board the steamer. The "ALLAN" LINE gives very careful attention to the treatment of Emigrants whilst in Liverpool, and the boarding-house keepers, who are recommended, are responsible to the Company for the proper discharge of their functions.

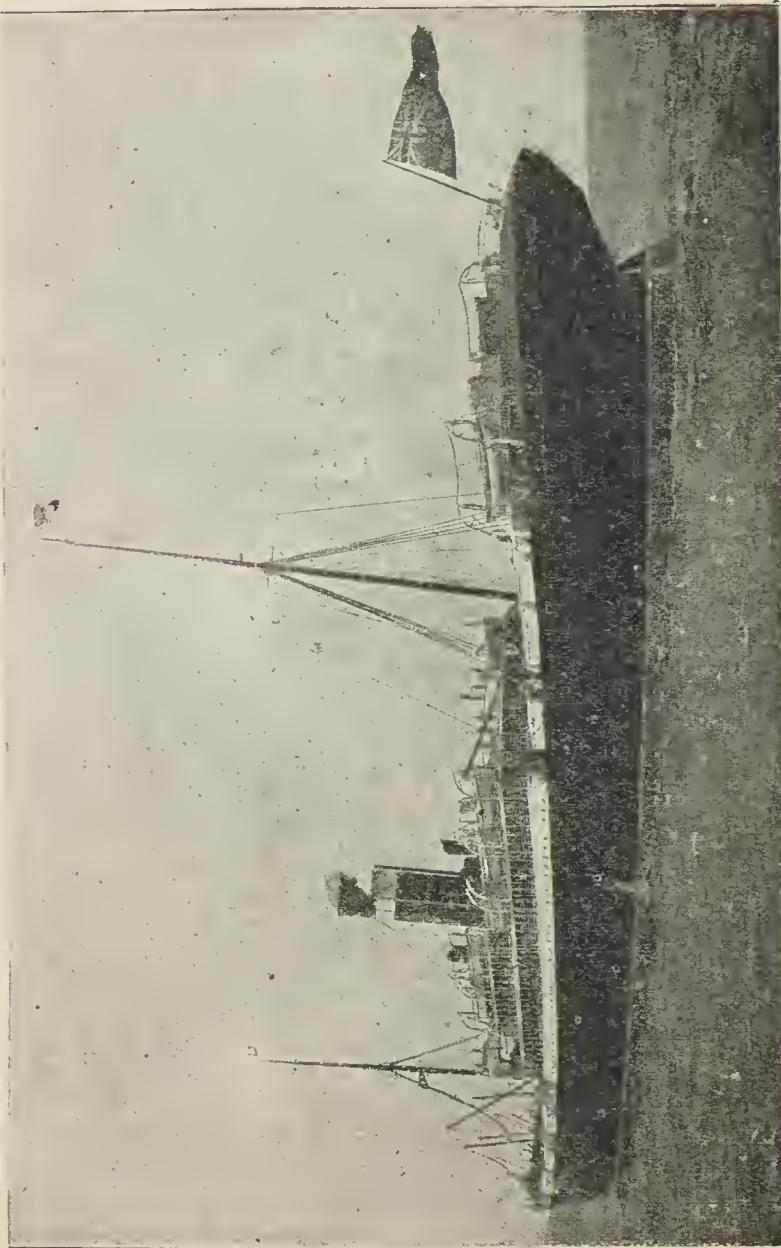
The passage across the Atlantic to Quebec is the shortest, the average voyage, land to land, being not more than five days. The distance from Liverpool to Quebec via Belle Isle is 2620 miles, via Cape Race 2790 miles. Liverpool to Halifax 2454 miles. Liverpool to St. John, N.B., 2800 miles.

THE STEAMERS OF THE ALLAN LINE.

Recently the fleet has been strengthened by the addition of the magnificent high-class Twin-Screw steamers "BAVARIAN," "IONIAN" and "TUNISIAN." These splendid ships rank amongst the first dozen British steamships in point of size, while for comfort and luxury there is nothing to approach them in the Canadian trade. The "BAVARIAN" and "TUNISIAN" are each 10,576 tons gross, 520 feet long, 60 feet beam, and 43 feet deep, and the "IONIAN" 9,000 tons, so that the passenger who walks round one of these steamers from stern via the bows to stern again, does a constitutional of about a quarter of a mile. In addition to their great beam they are fitted with bilge or side keels, which make them exceedingly steady and comfortable sea boats.

The first and second class accommodation is amidships where, of course, the minimum of motion is experienced, on the saloon deck. Above the saloon deck is the upper bridge deck, and above that again the shade deck. From the shade deck a companion-way leads to the upper bridge deck below on which are a number of staterooms, the first-class smoking-room, and the first-class music-room, while surrounding the containing deck-house is a noble promenade well equipped with seat accommodation, and sheltered from the weather by the shade deck above. The first class staterooms are each fitted with a wardrobe, &c., in rich mahogany, settee in red plush, and the most up-to-date of toilet equipments, &c. At the after end of the passenger accommodation on the upper bridge deck is the first-class smoking-room, an apartment which suggests both ease and solid comfort. The floor is of oak parquetry, the ceiling is decorated in rich cream and gold, while the oak panels of the walls are relieved by floral devices in maple. The lounges and chairs are upholstered in stamped leather with handsome mirrors, and last, but not least, a commodious bar occupies a *tout ensemble* which male passengers will not be slow

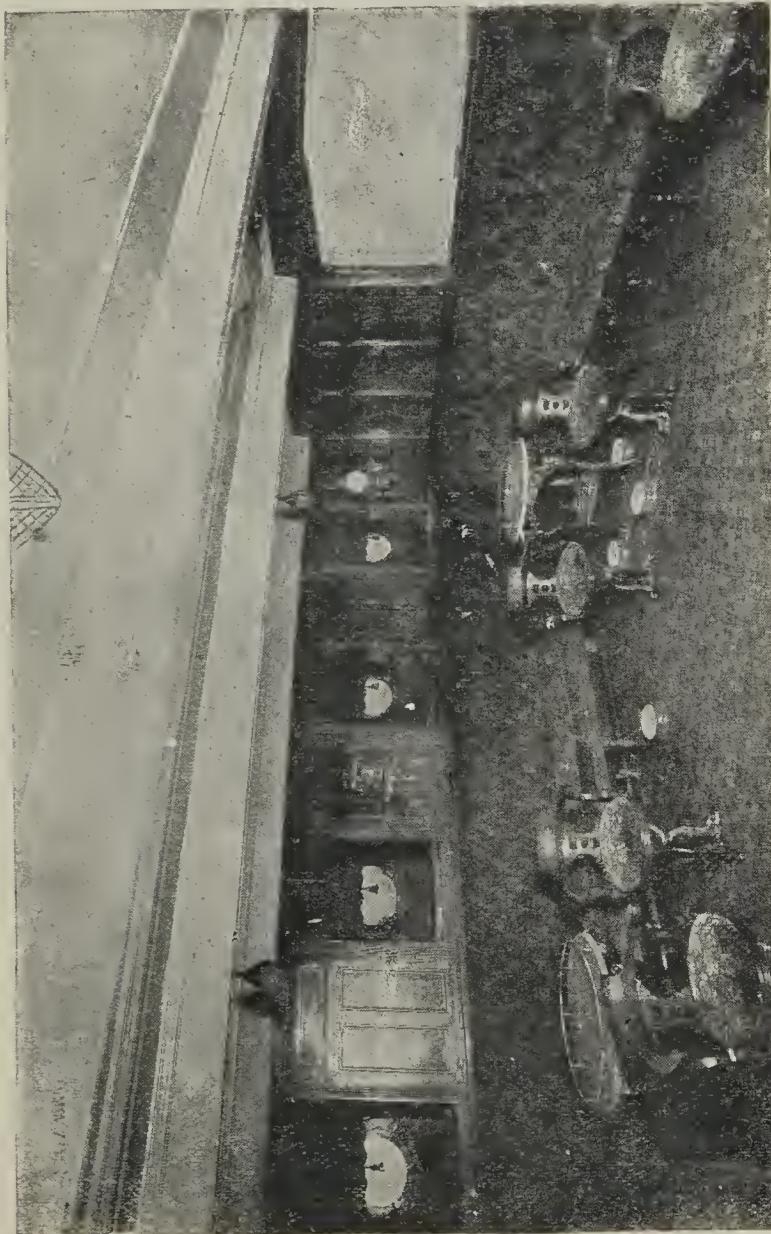
to appreciate. The ladies' comforts are specially catered for by an exquisite music room, the refinement and luxury of which reflects great credit upon the builders. The piano by Steinway, the writing



TWIN-SCREW STEAMERS "BAVARIAN," 10,376 Tons, AND "TUNISIAN," 10,576 Tons.

tables, panels, &c., are in oak and maple, while the predominant tint in the flowered silk of the upholstery is blue, a colour which harmonises with the cream and gold of the ceiling and the curtains which screen the oblong ports, commanding views both to port and starboard

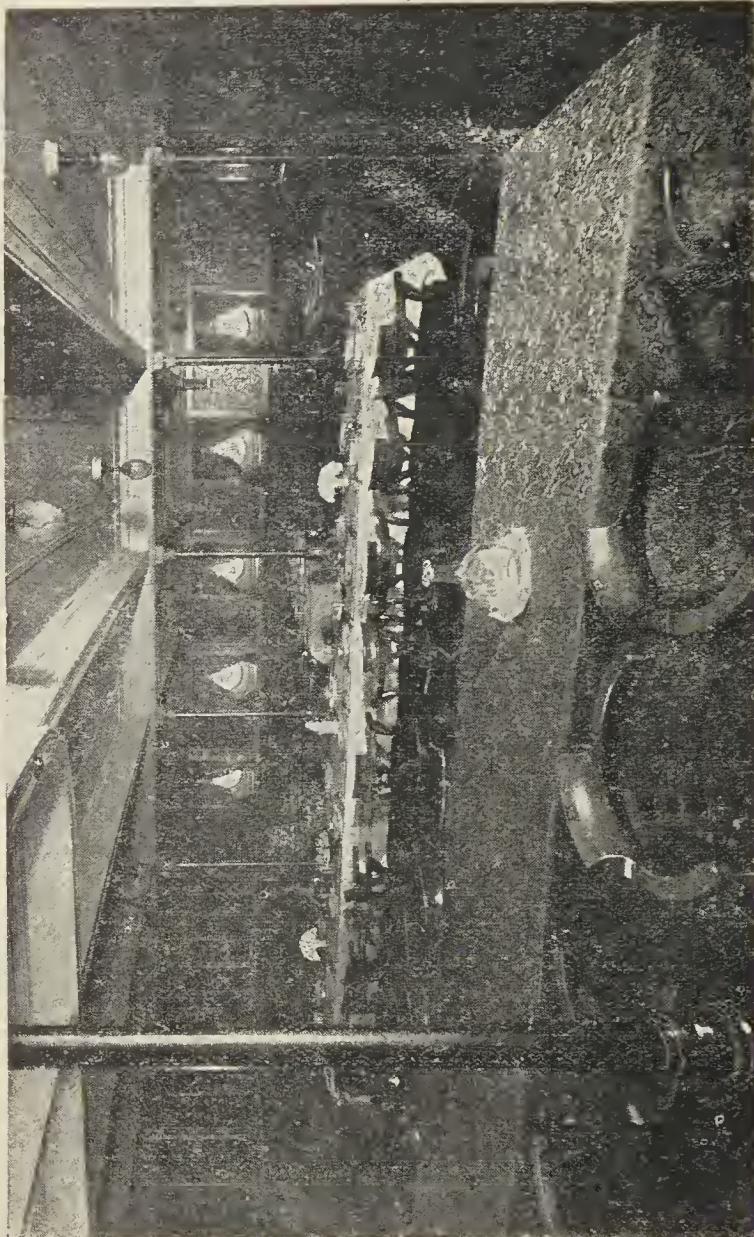
as well as forward. From the upper bridge deck a handsome stairway and entrance hall communicates with the saloon deck and the first class dining-saloon, a noble apartment well lighted and lofty, and



SECOND CLASS SMOKING ROOM.

extending the full width of the ship. The furniture, organ, sideboards, &c., are of walnut, while the upholstery is terra-cotta coloured stamped velvet. The ports, which look to port, starboard, and forward, are

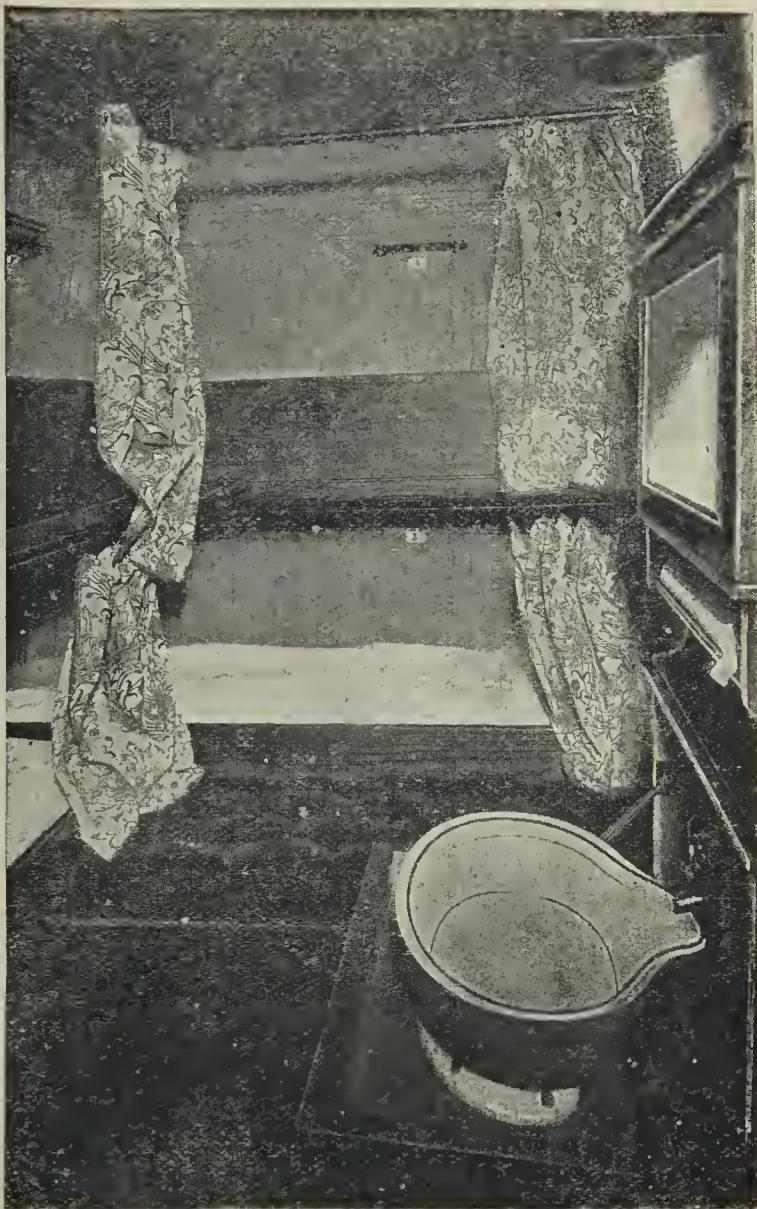
screened with curtains of old gold, a similar scheme of decoration being employed on the walls, while the ceiling is in dainty white pricked out in gold.



SECOND CLASS DINING ROOM.

Abait the dining saloon are staterooms, ordinary and spray baths, &c., and further aft still is the second class dining-saloon, a large and comfortable apartment handsomely furnished. Still aft from this

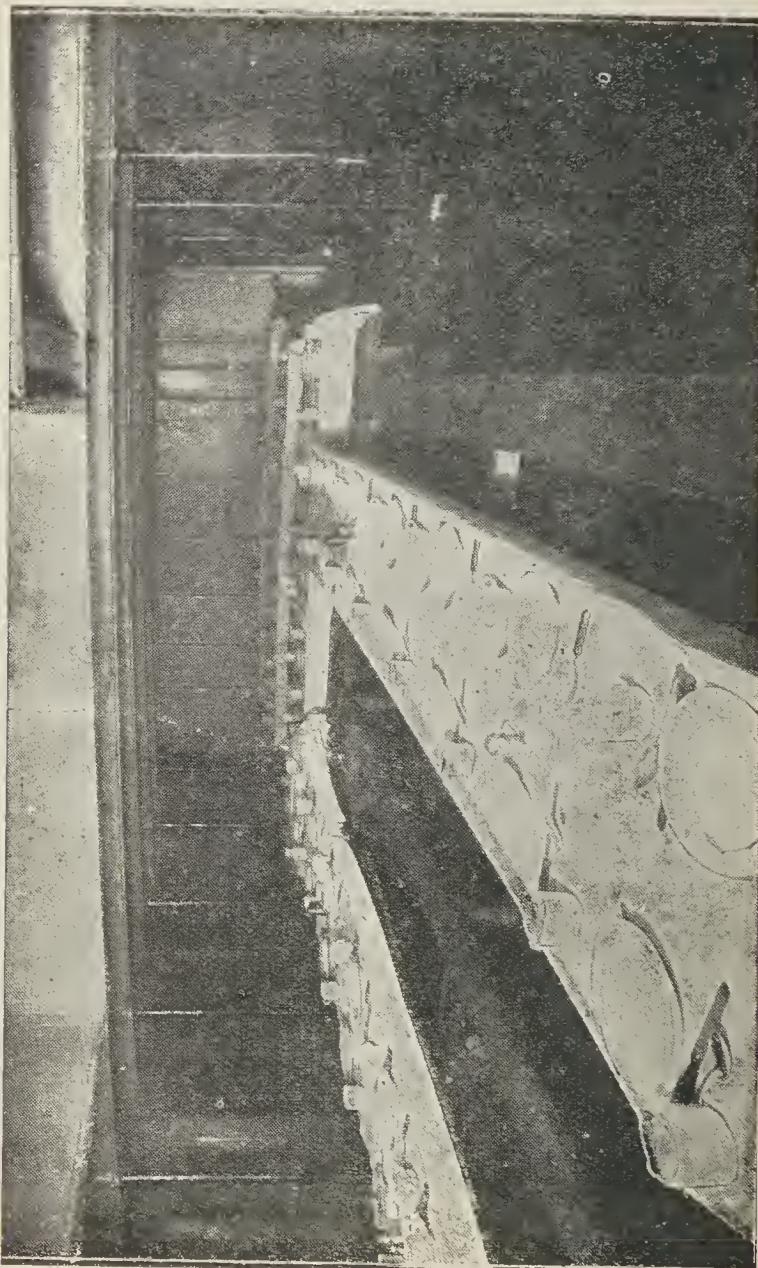
saloon are the second-class smoke-room and the second-class music-room. The latter saloon is panelled in oak relieved with floral designs,



SECOND CLASS STATE ROOM.

while the piano, port curtains, upholstery, &c., all combine to make a handsome and tastefully appointed apartment, which, needless to say,

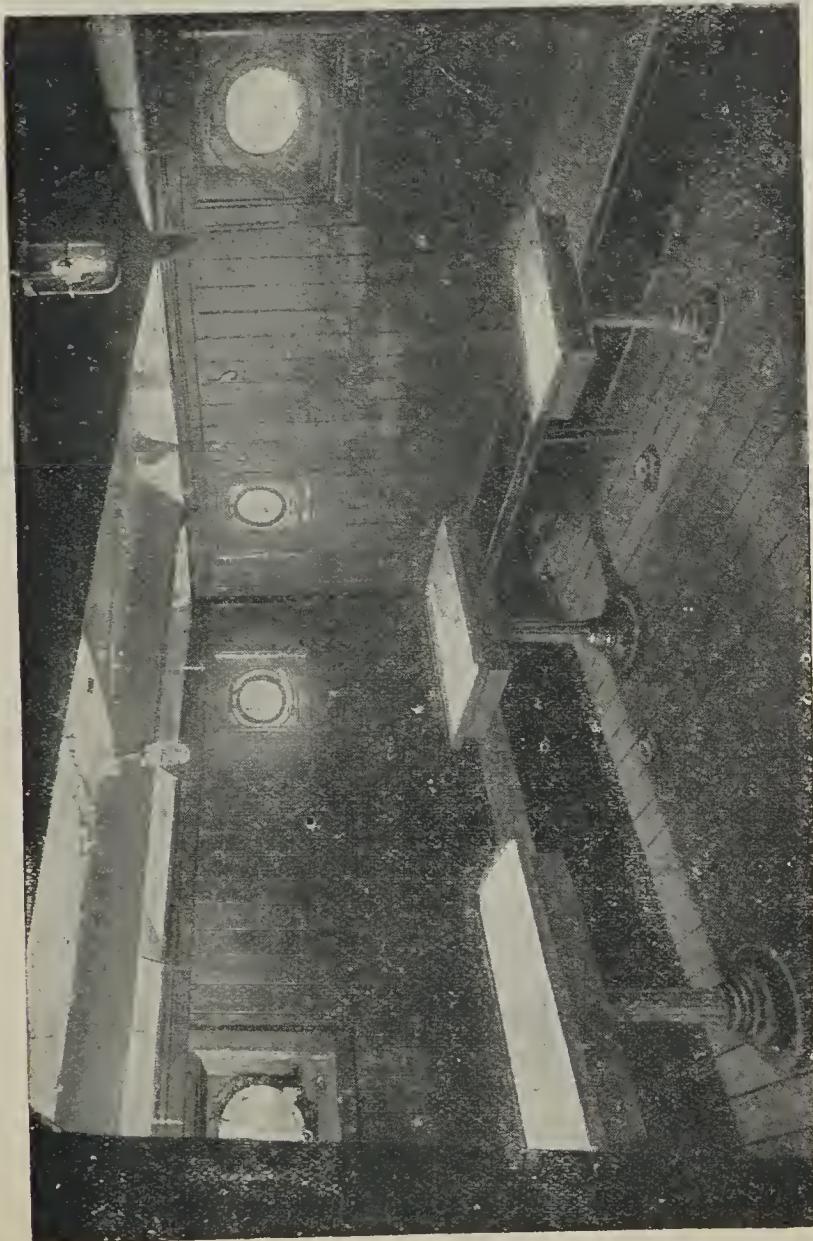
the ladies will much appreciate. The second-class smoke-room is panelled in oak and upholstered in blue, while a bar and lavatory are also provided for second-class smokers. A feature of the accommoda-



THIRD CLASS DINING ROOM.

tion provided for the ladies who travel second-class is the retiring or dressing room attached to the bathrooms.

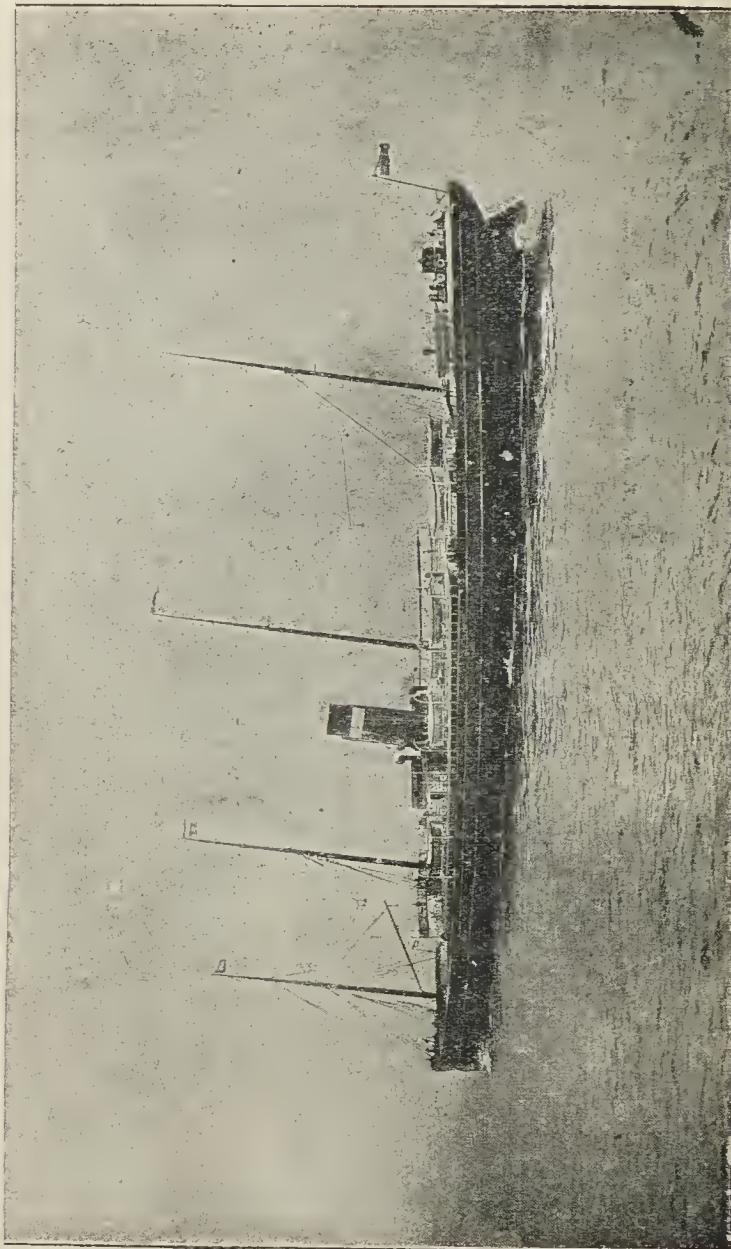
But luxurious as are the first-class quarters, and in a lesser degree, the second also, it is in the matter of third-class accommodation that the most striking improvements have been made. Permanent berth



THIRD CLASS SMOKING ROOM.

and dining space is provided for 200 passengers in commodious, well-lighted, four-berthed rooms, while should occasion require, an extended

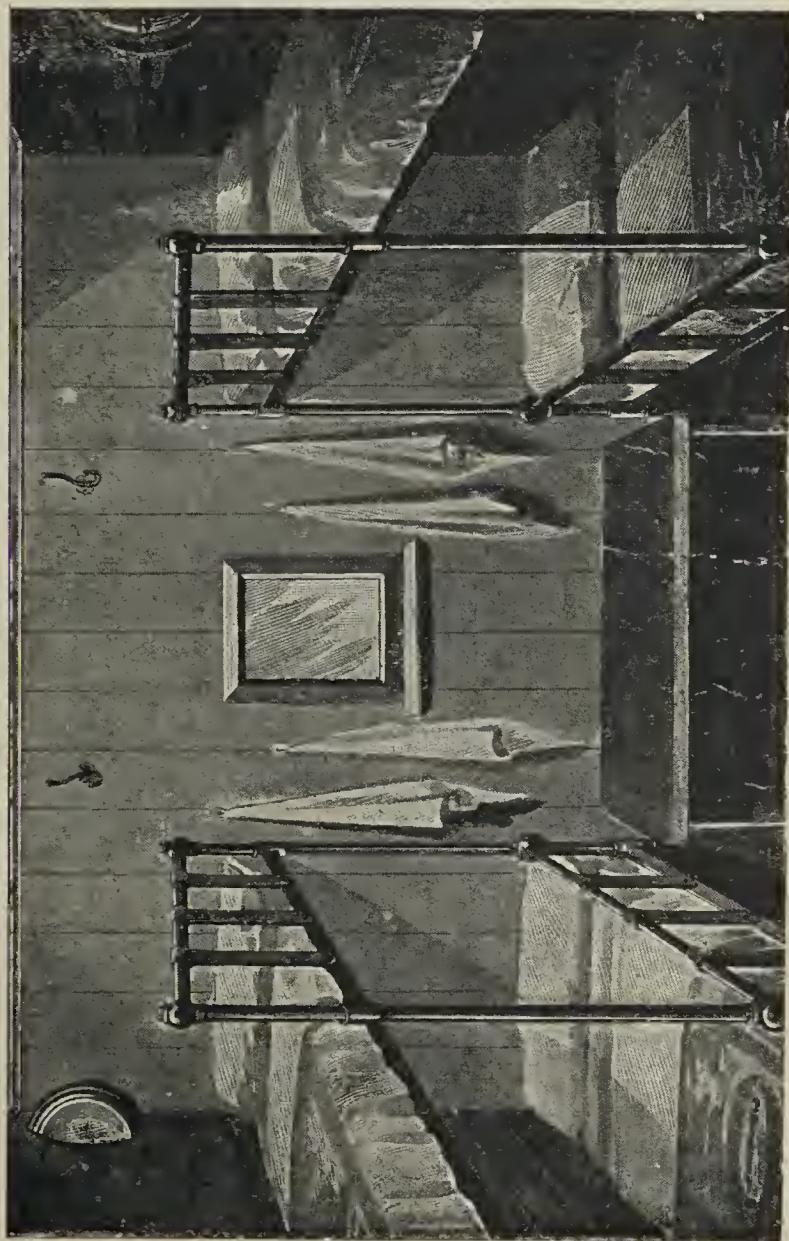
steerage can be readily equipped, which will provide for 800 additional passengers, or 1,000 in all. The lavatory and bath, ordinary and



S.S. "PARISIAN," 5,500 Tons.

shower, equipment, leaves nothing to be desired. It is duplicated for male and female passengers, and is certainly not inferior to that provided but a few years back for first-class passengers. A smoke-

room is provided, the walls being panelled in pitch-pine, the tables being sycamore, while a similar apartment, styled "reading-room," affords a welcome means of retirement and rest for "lady thirds." In



THIRD CLASS FOUR-BERTH ROOM.

planning the "BAVARIAN," "IONIAN," and "TUNISIAN," efforts have been made to secure as far as is possible accommodation which is wholly distinct for each of the three classes of voyagers, and that

this has been accomplished is shown by the fact that each class of passengers have their separate promenades, &c. One feature of the third-class accommodation deserves special mention. Hot water is provided, and is always on tap, so that "lady thirds" who wish to dispense the kindly cup of afternoon tea to their fellow-voyagers have always the means of doing so. Needless to say, the "BAVARIAN," "IONIAN," and "TUNISIAN," are fitted throughout with electric light.

The "PARISIAN," which has lately been completely overhauled, and her accommodation considerably improved, was, until recently, the premier steamer of the line. She can carry 200 first-class, 100 second cabin, and 700 third class passengers, and there seems to be no doubt that she will continue to maintain her reputation as a favourite vessel of the line. She is called the "ladies' ship," and her title is well deserved, because she has probably carried a larger proportion of lady passengers than any other Atlantic steamer. This is attributed to the remarkable steadiness of the ship, owing to the presence of bilge-keels running nearly the whole length of the ship. It is notable that the "PARISIAN" was the first Atlantic liner to be so fitted, and her example is now generally followed.

The other steamers of the fleet, viz., the "CORINTHIAN," "PRETORIAN," "SICILIAN," "NUMIDIAN," "MONGOLIAN," and "LAURENTIAN," are fine, comfortable steamers, with saloon amidships, and are fitted throughout with the electric light. They have also side keels, which make them very steady sea boats.

WHAT TO TAKE.

The Emigrant should take with him as good a supply of strong, warm clothing as he can. Woollen clothing and other kinds of wearing apparel, blankets, house linen, &c., are as a rule cheaper in England than in Canada. Generally all bedding should be taken and the covers or ticks of the beds, but not the materials with which they are stuffed, as these would be too bulky, and can readily be obtained on arrival. Boots and shoes can be purchased to better advantage in Canada, being better adapted to the climate; the English hob-nailed boots are altogether unsuitable in many parts of the country.

Many of the little household necessaries which the emigrant possesses he might do well to bring, and they may prove very useful; but still it is advisable to consider well the weight and bulk, and how far it is worth while.

Articles of household furniture, crockery, stoves, or heavy articles of hardware should be left behind or sold, except in some circumstances for special reasons which the emigrant will consider. It must be borne in mind that such articles are very liable to breakage, especially on long railway journeys to the West.

Agricultural labourers should not bring any of their tools with them, as these can be easily got in Canada, of the best kinds, and suited to the needs of the country. Generally speaking, the farming tools used in England would not be suitable for Canada.

Mechanics are advised to take such tools as they have, particularly if specially adapted to their trades; but they must bear in mind that there is no difficulty in buying any ordinary tools in Canada at reasonable prices, and that it is better to have the means of purchasing what they want after reaching their destination than to be hampered with a heavy lot of luggage on their journey, causing them trouble and expense. As a general rule, the tools made in Canada are lighter and better adapted to the needs of the country than those made in the old country.

Young men going out to learn agriculture, or to start farming, often deem it necessary to take out expensive outfits, in the shape of clothes. This is a mistake. All that is wanted is one's old clothes, a better suit or two for leisure, and a good supply of underclothing. Anything else can be procured in Canada, equally well, quite as cheaply and very much better adapted to the country.

LUGGAGE.

 ALL LUGGAGE should be plainly marked with the passenger's name, port of landing, and final destination ; it should also be labelled for the class in which the passenger intends to travel. The Company supplies adhesive labels for this purpose, but it is recommended that on rough wood boxes the address should be inked or painted on the wood, while for canvas bags and such like, linen tie labels should be used.

Luggage is charged by measurement on the Steamer, and by weight on the Railway.

On the Steamer the free luggage allowances are :—For Saloon Passengers twenty cubic feet per adult, for Second Cabin Passengers twenty cubic feet per adult, and for Third Class Passengers ten cubic feet per adult, children half allowance. Ten cubic feet is equal to a box about 2 ft. 6 in. long, 2 ft. wide and 2 ft. deep. Five cubic feet is equal to 2 ft. 6 in. long and 2 ft. in width and 1 ft. in depth. Luggage in excess of the free allowance is charged at the rate of 1s. per cubic foot.

Articles wanted on the voyage should be put into a bag or small box, not exceeding 14 inches in depth, which the passenger will take into the sleeping compartment. Packages required during the voyage should not in any case be more than 14 inches high.

Luggage not wanted on the voyage will be stowed in the hold of the vessel. There is no fixed limit for the size of packages not wanted on the voyage, but it is desirable that no piece of luggage should exceed 250 lbs. in weight. Bicycles will be charged 10/- each to the port of landing, and they must be crated.

On the Canadian and American Railways the free allowance is 150 lbs. per adult but the Canadian Pacific Railway Co. make an allowance of 300 lbs. of personal effects to colonist class passengers booking to Manitoba and the Canadian North-West Territories.

 Every precaution should be taken for the safety of luggage. It should not be lost sight of until it is on board the steamer, and the same vigilance should be used at the landing port. On arrival at the port of landing the luggage is examined by the Customs' Officer, and that belonging to passengers booked inland is "checked" to its destination ; that is to say : a metal "tally" with a number stamped on it is attached to each package, and a corresponding "tally" is handed to the passenger, to present when taking delivery of the property at the end of the journey. Before entering the train passengers should take care to have their luggage properly checked, and the railway company will then be responsible for it.

When changing trains passengers should see that their luggage is transferred to the train by which they are to travel.

Settlers' effects are admitted free of Customs' Duty if they come within terms of the following clause of the Customs Tariff :—

Settlers' Effects, viz. :—Wearing Apparel, household furniture,

books, implements, and tools of trade, occupation, or employment, guns, musical instruments, domestic sewing machines, typewriters, live stock, bicycles, carts and other vehicles, and agricultural implements in use by the settler for at least six months before his removal to Canada, not to include machinery or articles imported for use in any manufacturing establishment, or for sale; also books, pictures, family plate or furniture, personal effects, and heirlooms left by bequest; provided that any dutiable articles entered as settlers' effects may not be so entered unless brought with the settler on his first arrival, and shall not be sold or otherwise disposed of without payment of duty until after twelve months' actual use in Canada; provided also that, under regulations made by the controller of Customs, live stock, when imported into Manitoba or the North-West Territories by intending settlers, shall be free until otherwise ordered by the Governor-in-Council.

DURING THE VOYAGE.

Passengers should make themselves acquainted with the rules of the ship as soon as possible after embarking. Copies of the rules are hung up in different parts of the ship. Every person is required to be well-behaved and keep himself clean, as this adds much to the comfort and health of all. Any complaint a passenger has to make should be made to the Captain, who will, if possible, remedy the cause of grievance.

Third Class Passengers are provided with all necessary bedding, table utensils, &c., as well as an unlimited supply of well-cooked food, the latter being served by attentive Stewards, who prepare the dining tables; the table-ware being removed and cleansed by the Stewards after each meal. The provisions are carefully examined by a Government Medical Officer immediately before the commencement of each voyage.

The THIRD CLASS BILL OF FARE is as follows:

	BREAKFAST.	DINNER.	TEA.	SUPPER 8.30 P.M.
	7.30 A.M.	12.30 P.M.	5.30 P.M.	
SUNDAY -	Coffee, Milk and Sugar, Fresh Rolls and Butter, Porridge and Golden Syrup.	Soup, Fresh Meat, Potatoes, Plum Pudding and Sauce; Pickles.	Tea, Milk and Sugar, Bread, Butter and Jam.	
MONDAY -	Coffee, Milk and Sugar, Fresh Rolls and Butter, Irish Stew.	Soup, Roast Beef & Potatoes, Semolina Pudding and Jam; Pickles.	Tea, Milk and Sugar, Fresh Bread, Butter, and Marmalade.	
TUESDAY	Oatmeal Porridge and Golden Syrup, Coffee, Milk and Sugar, Fresh Rolls and Butter.	Pea Soup, Pork and Potatoes, Rice Pudding and Stewed Apples; Pickles.	Tea, Milk and Sugar, Fresh Bread, Butter and Jam.	
WEDNESDAY	Coffee, Milk and Sugar, Fresh Rolls and Butter, Irish Stew.	Soup, Beef and Potatoes, Plum Pudding & Sauce, Pickles.	Tea, Milk and Sugar, Fresh Bread, Butter and Marmalade.	
THURSDAY	Coffee, Milk and Sugar, Fresh Rolls and Butter, Oatmeal Porridge and Golden Syrup.	Soup, Fresh Meat and Potatoes, Semolina Pudding & Prunes; Pickles.	Tea, Milk and Sugar, Fresh Bread, Butter and Jam.	
FRIDAY -	Oatmeal Porridge and Syrup, Coffee, Milk and Sugar, Fresh Rolls and Butter.	Pea Soup, Ling Fish and Sauce, Pork and Potatoes, Rice Pudding and Stewed Apples; Pickles.	Tea, Milk and Sugar, Fresh Bread, Butter and Marmalade.	
SATURDAY	Coffee, Milk and Sugar, Fresh Rolls and Butter, Irish Stew.	Soup, Meat & Potatoes, Semolina Pudding and Prunes; Pickles.	Tea, Milk and Sugar, Fresh Bread, Butter, and Jam.	

Unlimited supply of Fresh Bread at all meals. Navy Biscuits always ready. Wines and Spirits, Chicken Broth, Hairy Soup, Beef Tea, Fruit and Water Biscuits are served free to sick Passengers, as Medical Comforts, on the order of the Medical Officer. Hot Water from 8 a.m. to 8 p.m. for Women and Children's Morning and Afternoon Tea.

MATRONS ARE APPOINTED FOR THE SECOND CABIN AND THIRD CLASS to attend to the wants of Female Passengers and Children during the voyage.

An Experienced and *fully qualified* Surgeon is attached to each Steamer, and in case of sickness of any description, medicine and medical attendance is furnished without charge.

THE LANDING PORTS.

The Government Authorities and the Railway Agents at Quebec are advised as soon as the Steamships pass Rimouski (about 160 miles from Quebec) and arrangements are made to receive the passengers. The same information is also telegraphed to the Government Agents at Toronto and other Depots in the interior, and by the time the passengers arrive these officials are prepared to give all necessary assistance.

The steamers land passengers at the railway wharf, and passengers and luggage are transferred from the ship to the train free of cost. By this arrangement *all incidental expenses are saved*, and passengers are able to proceed on their journey West without inconvenience, expense, or loss of time.

Depots or stations for the reception of Emigrants are provided at Quebec, Montreal, Halifax, Toronto, Winnipeg, Brandon, Medicine Hat, Calgary, Vancouver, and Victoria, B.C.

The Allan Line employ **Special Conductors** who meet the Steamers on arrival at the Landing Ports, see that the wants of passengers are properly provided for, give them every assistance, and accompany them on the railway.

The trains stop at intervals on the route for passengers to obtain refreshments, and meals are provided, under the supervision of the Government Agents, at moderate charges.

Emigrants holding through tickets, and wanting to get information at the port of landing, may delay their journey for that purpose, as the railway or steamboat company will take charge of their luggage until they are ready to go forward to their destination.

The Dominion Government have Agencies at the following places:—Halifax, N.S., Quebec, Montreal, Winnipeg, Brandon, Minnedosa, Lake Dauphin, Yorkton, Regina, Estevan, Lethbridge, Calgary, Red Deer, Wetaskiwan, Edmonton, Battleford, Prince Albert, Kamloops and New Westminster. The officers at these points will furnish information as to the lands open for settlement in their respective districts, situations at liberty, and will afford the fullest advice and protection to Emigrants. An Employment Bureau under the management of the officer in charge, is established at each Agency, the object aimed at being to facilitate communications between those seeking work and those who may have need of their services. No fees are charged either to the employer or those seeking work.

RATE OF WAGES.

The rate of wages vary in the different Provinces, but a good deal depends upon the occupation and capabilities of the individual. The inducement to go to Canada is, however, not simply higher wages and good living among kindred people under the same flag, in a naturally rich country, possessing a pleasant and healthy climate, but

the confident hope which the poorest may have of becoming a land-owner, and while securing a competency for himself, he may comfortably settle his children in a manner he could not hope to do among the crowded population of the old world.

There are many instances of people who emigrated to Canada only a few years ago, and landed without any means whatever, who are now comparatively wealthy.

MONEY.

Passengers taking large sums of money will find the safest plan is to purchase a draft from some respectable Bank. Most English Banks have agents in nearly all the large cities in Canada and the States, so that passengers can easily cash the drafts when they arrive out. Small sums should be taken in gold, as sovereigns and half sovereigns are always worth their full value. The following table shows the relative value of English and American Money.

MONEY TABLE.

<i>Sterling into Dollars and Cents.</i>	<i>Dollars and cents into Sterling.</i>
	\$ cts.
½d. Sterling is	0 01
1d. " "	0 02
1s. " "	0 24
£1 " "	4 85
	£ s. d.
1 cent is	0 0 0½
1 dollar is	0 4 1½
4 dollars are	0 16 6
5 dollars are	1 0 7

For small change the Halfpenny sterling is 1 cent, and the Penny sterling is 2 cents. For arriving roughly at the approximate value of larger figures the Pound sterling may be counted as five dollars. The sign (\$) is used to indicate the dollar.

Letters for Passengers can be addressed to the care of the Company's office at Liverpool, when posted in time to reach Liverpool on the **Morning of Sailing.**

WESTERN STATES FARMERS REMOVING FROM THE STATES INTO CANADA.

Several farmers from Oklahoma, Kansas, and Missouri, have been visiting the Edmonton country, and all decided to settle in the North-West. Some have purchased and others have taken out homestead papers. Amongst the places at which the various parties have decided to settle are Lacomb and Red Deer, and others at Manitoba points. Mr. Jos. W. Sims, of Howard, Elk county, Kansas, was one of the delegates. In conversation he stated that he liked Canada, its laws, and its people. As to Kansas, he said the crops had been a total failure in every department, and he had only enough corn left, including some he held from last year, to feed his stock, and was unable to sell it, even though the price offered was 80 cents per bushel, and nearly all others were in a similar position. There were 23 delegates when they started, but they had now got scattered all over the country. He thought Canada offered greater opportunities for the raising of cattle than any place he had visited. "If Alberta were in the United States," said Mr. Sims, "and advertised 30 days before it was opened, after the opening day there would not be a bit left."—*Canadian Gazette*, October 31st, 1901.

ONTARIO

the principal province of Canada, is enjoying a period of almost unexampled prosperity at the present time. All branches of industry are in a flourishing condition. Crops of all kinds have been good; manufacturers are busy; and the exports of all descriptions of produce were never so large.

To the Agriculturist with small capital, Ontario offers him excellent opportunities for becoming his own landlord, and eventually acquiring a position of absolute independence.

Farm labourers also will find it practicable to obtain land and become farmers on their own account after a few years of industrious thrift.

Capitalists desiring of engaging in manufactures of any kind will find excellent openings in Ontario for their enterprise.

The rich mining districts of the Province likewise afford a promising field for those interested and skilled in this class of undertakings. A bountiful supply of nearly every useful mineral, as well as the precious metals, is to be found in the Province.

Youths and young men desirous of becoming farm pupils in Ontario, can do so without paying a premium.

There is a large demand for female domestic servants, to whom high wages are offered.

BRITISH COLUMBIA.

No known country to-day is richer in mineral wealth than British Columbia, from whose various mines have been extracted during the past 38 years an immense output, aggregating in value over \$100,000,000. Almost every kind of mineral has been found, some under unusually favourable conditions of quality and quantity, although systematic exploration has extended over only a comparative small section of the Province when its vast area is considered. Gold, silver, copper, lead, cinnabar, platinum, coal, and iron have already given rich returns for the money and labour spent in their extraction, and there are satisfying indications that some of the more precious ores exist in even richer and larger deposits in regions still awaiting thorough exploration than they do in the districts now being developed.

WHAT A RECENT PASSENGER SAYS.

"I found that compared to even a few years ago the comfort of travelling had marvellously improved. Crossing the Atlantic in the Allan Liners 'Tunisian' and 'Bavarian' one experienced little more motion than in a ferry boat. A week ago we got into a heavy gale of wind and yet everyone put in an appearance at meals. One of the Stewards observed that in most boats during a storm like that there would be a mighty small attendance at meal time. This means a practical exemption from sea-sickness. In Canada the Imperial Limited Express train on the Canadian Pacific Railway runs from the Atlantic, to the Pacific in 98 hours. It is supplied with sleeping and dining cars which were simply perfect. This route is now being largely patronised by the Australian public, the Canadian Pacific Railway having a fine fleet of steamers on the Pacific ocean." Extract from *Western Mail, Cardiff.*

FROM LORD STRATHCONA
TO ALLAN BROTHERS & CO., LIVERPOOL.

17, Victoria Street, London, S.W.,

Dear Sirs,—As you are aware, the Canadian Government attaches the greatest importance to the encouragement of immigration, and the matter is one in which your company is also deeply concerned.

I venture to think that in no part of the world can emigrants obtain greater advantages than in the Dominion of Canada. In the provinces of Manitoba, the North-west Territories, and parts of Ontario free grants of 160 acres of land are offered. In Prince Edward Island, Nova Scotia, New Brunswick, Quebec, Ontario and British Columbia, as well as in Manitoba and the North-west Territories, public lands can be purchased on what are practically nominal terms ; and in every part of the country improved farms may be acquired at reasonable prices by those who are possessed of a little means.

The agricultural industry is in a very flourishing condition. There is a large market locally for the produce that is raised, while the exports of the Dominion, especially to Great Britain, of cattle, meats, grains of all kind, flour, butter, cheese, eggs and fruits are increasing with great rapidity. It is not only in agriculture, however, that opportunities await the new settler. Canada has abundant wealth in her forests, mines and fisheries, all of which can be more rapidly developed than is the case at present with the advent of more capital and more people ; and the same remarks apply to the important manufacturing industry which is expanding so satisfactorily.

Both in agriculture and in the other directions mentioned, there are excellent openings for men with capital, and for labour of the classes in demand. Apart altogether from the material advantages to be obtained by settlers, the social benefits the country affords are worthy of attention. Taxation is light, the cost of living is relatively cheaper than in the United Kingdom, the climate is healthy and attractive, and a man with a family has unusual facilities for the education and starting in life of his children.

The object I have in view in writing is to ask that your company will be good enough to again impress upon your agents the importance of the matter, both from the Canadian point of view, as well as from your own, and I shall be glad if you will send them a copy of this letter. You may perhaps consider that they might do more than at present to extend a knowledge of Canada in the United Kingdom ; and it is unnecessary to point out that if emigration of a satisfactory character should increase as the result of their efforts, it will, of course, be to their advantage as well.

Believe me,

Yours very truly,

STRATHCONA.

CALENDAR FOR 1903.

Allan Line Steam Services.

Steamer.	Tons.	Captain.	Steamer.	Tons.	Captain.
AUSTRIAN	2704.	Samuel Whitney	NUMIDIAN	4835.	Wm. S. Main.
BAVARIAN (Twin-Screw)	10376.	A. McNicol.	ONTARIAN	4309.	J. T. Campbell.
BRAZILIAN	3046.	John Williams.	ORGADIAN	3546.	Henry Inrie.
BUENOS AYREAN	4192.	B. T. Eastaway.	PARISIAN	5395.	J. M. Wallace.
CANADIAN	2910.	James James.	PERUVIAN	3262.	Alex. Rennie.
CARTHAGINIAN	4187.	Henry Gunson.	PHIGENICIAN	2425.	G. Cae.
COREAN	3487.	A. G. Stewart.	POMERANIAN	4207.	T. Pickering.
CORINTHIAN	6226.	Jas. W. Nunan.	PRETORIAN	6196.	J. M. Johnston.
GRECAN	3481.	James Harrison.	ROSARIAN	2950.	B. Henry.
HURONIAN	6859.	John Brodie.	SARDINIAN	4348.	W. White.
IONIAN (Twin-Screw)	8265.	John Brown.	SARMATIAN	3220.	E. Pitts, n.n.R.
LAURENTIAN	4522.	M. Stirrat.	SIBERIAN	3845.	E. Outram.
LIVONIAN	4917.	Jas. Hamilton.	SICILIAN	6126.	J. A. Fairfull.
MONGOLIAN	4837.	A. G. Braes.	STATE OF NEBRASKA	3386.	D. Earle.
MONTE VIDÉAN	2951.	Wm. Wallace.	TUNISIAN (Twin-Screw)	10570.	A. H. Vipond.
NORWEGIAN	3523.	Thomas Moar.	WALDENSIAN	2306.	H. Perry.

Regular Sailings from LIVERPOOL to
QUEBEC AND MONTREAL,
Via LONDONDERRY, in Summer.

HALIFAX & ST. JOHN, N.B.,
Via LONDONDERRY, in Winter.

St. JOHN'S, N.F., & HALIFAX.

From GLASGOW to
Quebec, Montreal, Boston, New York & Philadelphia

Ocean Fares—Saloon, Second Cabin and Third Class Passengers
conveyed at Moderate Rates.

A FULLY QUALIFIED SURGEON IS ATTACHED TO EACH STEAMER.

Second Cabin Stewardesses are provided by the Company to attend to the wants
of Female Passengers and Infants.

Matron-Stewardess provided for Third Class Passengers.

Further particulars can be obtained from

WM. B. TALLENT,

Post Office, Broomhall Street,

SHEFFIELD.